



State Representative Shirley Hankins

8th District



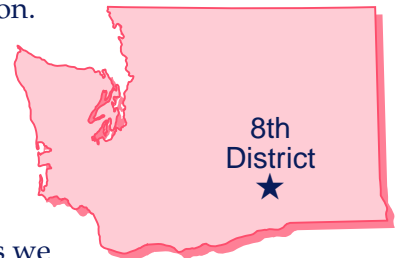
Keeping Washington On The Move!

THE TRANSPORTATION CRISIS

Traffic congestion problems extend far beyond Seattle and the Puget Sound Region. In fact, there isn't a county, city or town in Washington where quality of life isn't tied directly to transportation.

A new federally funded study by the Texas Transportation Institute ranked the Seattle region as having the 3rd worst traffic congestion in the nation. Among "large" cities (1-3 million), Seattle ranked No. 1.

Our state's economy — already showing signs of slowing — cannot thrive unless we make it easier, quicker and less expensive to get people and products where they need to go.



Traffic Congestion: *A Statewide Crisis!*

Metro Area

Seattle-Everett
Vancouver-Portland
Tacoma
Spokane

National Gridlock Rank

3rd most congested
8th most congested
22nd most congested
59th most congested

Worst Traffic by Size

1st among Large cities
3rd among Large cities
1st among Medium cities
4th among Small cities

Source: Texas Transportation Institute, 2001 Urban Mobility Study

THE DEMOCRAT PLANS: NEW TAX INCREASES

GOV. LOCKE'S \$17.2 BILLION TAX PLAN

On May 2, the governor unveiled a 10-year, \$17.2 billion dollar proposal to fund state and regional transportation improvement projects. More than \$9 billion would come in the form of statewide tax and fee increases, including:

- 7¢ increase in gas taxes (4¢ in 2002; 3¢ in 2004);
- 2% additional excise tax (sales tax) on new and used automobiles; and
- 50% increase in the gross weight surcharge for commercial (business) trucks.

Metropolitan regions could then seek voter-approved tax increases to generate the remaining \$8 billion for regional projects. Local tax increases could include additional gas tax increases, higher local sales taxes, tolls on new or improved roads, and increased vehicle fees.

HOUSE DEMOCRATS' \$10+ BILLION TAX PLAN

The House Democrat transportation tax proposal would raise \$10 billion in state funds over the next decade by:

- 8¢ increase in gas taxes (4¢ in 2002; 2¢ in 2003; 2¢ in 2004);
- 2% additional excise tax (sales tax) on new and used automobiles – *and on car parts, accessories and services*;
- 25% increase in the gross weight surcharge for commercial (business) trucks – *while expanding the fees to include motor homes*; and,
- \$30 fee (in addition to the current \$30 MVET) per vehicle, dedicated to local bus service and passenger ferries.

Metropolitan regions would then be authorized to raise additional local taxes in accordance with the governor's plan.

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<http://www.leg.wa.gov>

State government on the Internet:

<http://access.wa.gov>

THE HOUSE REPUBLICAN PLAN: *EFFICIENCIES FIRST!*

TRANSPORTATION EFFICIENCY & REFORM PACKAGE

Bringing relief to congested roads and highways, improving safety and enhancing mobility throughout Washington remains a top priority. There is certainly much to be done – both to protect our families and our state’s economy. Washington is a world-class state – and we all deserve a world-class transportation system to keep us on the move!

House Republicans believe, however, that until all possible efficiencies and savings have been identified and corrected, it would be inappropriate to further burden the citizens of this state with higher taxes. Our plan could potentially save \$4 billion or more over ten years!

Already, we have passed, and the governor has signed:

- **Streamline Permitting.** By adopting some common-sense changes, the length of time now required for the permitting process could be cut in half, and the overall cost of transportation projects could be cut up to 20 percent, according to estimates. After being approved in both the House and Senate, SB 6188 was signed into law on May 29, 2001.
- **Public Works/Design-Build.** Utilizing the “design-build” process on projects costing more than \$10 million will bring additional time and cost savings to construction projects. Design-

build brings architects, engineers and contractors together on projects so that expensive delays and costly changes can be avoided. HB 1680 was signed into law on May 9, 2001.

- **Right-of-Way Acquisition.** “Right-of-way” allows cities and counties to purchase lands for projects well before construction is scheduled (ideally at lower prices), just as the state has done since 1969. HB 1678 was signed into law with changes on May 7, 2001.

Two key points of the House Republican transportation efficiency plan must still be considered by the Legislature and, once approved, signed into law. They include:

- **Competitive Bidding to the Private Sector.** A 1998 audit of DOT estimated that simply opening routine highway maintenance work to contract competition could save taxpayers approximately 10 percent on engineering, design work and routine projects.
- **Assigning Priority Status to Critical Projects.** House Republicans believe immediate relief to some of Washington’s most congested areas should be addressed without further delay. Traffic congestion is the number one factor threatening quality of life for families in Washington and hindering efforts to jumpstart our state’s economy.

For more information, please contact us toll-free at 1-800-562-6000!



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